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**SOLICITATION AMENDMENT**  
**MODIFICATION DE L'INVITATION**

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

**Comments - Commentaires**

**Vendor/Firm Name and Address**  
**Raison sociale et adresse du**  
**fournisseur/de l'entrepreneur**

**Issuing Office - Bureau de distribution**  
Armoured Vehicles Support/Soutien des véhicules  
blindés  
11 Laurier St./11, rue Laurier  
Place du Portage Phase III 6C1  
Gatineau  
Québec  
K1A 0S5

<b>Title - Sujet</b> Light Utility Vehicle (LUV)	
<b>Solicitation No. - N° de l'invitation</b> W8476-206313/A	<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> W8476-206313	<b>Date</b> 2020-06-22
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$SBL-326-27752	
<b>File No. - N° de dossier</b> 326bl.W8476-206313	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2020-07-15</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Daylight Saving Time EDT
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Benabdallah, Hana	<b>Buyer Id - Id de l'acheteur</b> 326bl
<b>Telephone No. - N° de téléphone</b> (819) 639-4250 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Delivery Required - Livraison exigée</b>	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

This Amendment 002 is raised to answer most frequently asked questions during the LUV industry day meeting and one-on-one sessions.

The table below addresses the questions related to technical and sustainment requirements. The questions related to the procurement process and Industrial and Technological Benefits (ITB) policy will be answered and published in a subsequent RFI amendment shortly.

#	Category	Question from Industry	Canada's Answer
1. Technical Requirements			
1.a.		<div>1.a.1. How does Canada measure and define payload?</div> <div>1.a.2. Will there be a list of Government Furnished Asset (GFA) provided for the purpose of calculation of payload?</div>	<div>The LUV payload includes the weight of the GFA Standard Kit (fire extinguishers, vehicle tools, first aid kit. Etc.), the crew and their individual kit and weapons, radio equipment and the weapon system with ammunition. Canada uses 800kgs as an average weight for the above equipment and personnel. Any cargo would be added on to that for the total carrying capacity.</div> <div>If the vehicle has armour incorporated into the vehicle that will be considered as part of the weight of the vehicle and not part of the payload calculation.</div> <div>The GFA will be confirmed during definition and provided once confirmed, however, the expected weight has been calculated as per above. Any suggestion from industry are welcome.</div>

#	Category	Question from Industry	Canada's Answer
1.b.	Protection Requirements	<p>1.b.1. Does blast protection include side blast? Would it be integrated or add-on armour?</p> <p>1.b.2. Is Canada willing to increase the level of protection of the LUV vehicle requirement if a light weight solution exists?</p> <p>1.b.3. What is the average threat faced with the Canadian Army Force for kinetics and blast?</p>	<p>Currently Canada is using STANAG Level 1 as the requirement for blast and kinetic protection. There is no preference whether the armour is integrated or add-on at this time but a final determination will be made once industry feedback has been received. Canada will also accept higher levels of protection.</p> <p>Side blast protection has not been designated at this time, however, it will be researched and developed during definition. Further refinement on the expected levels of protection will also occur during definition based on answers from industry.</p> <p>The threat was based on the world's most proliferated weapons systems, 7.62 ball, fragmentation grenade and IED blast.</p>
1.c.	Armour	<p>1.c.1. What is the requirement of the armour cab: fixed or removable?</p> <p>1.c.2. Do all vehicles need to be able to accept armour?</p> <p>1.c.3. The table contained in 2.14 of the RFI states that the maximum units to be armoured for a four seat vehicle is 250 and for a two seat vehicle, it will be 150. How is this table to be read? Do the remaining units, regardless of the options in section 2.13, not have to be armoured to either level 1 or level 2 or do these remaining vehicles require a basic armouring level (e.g. level 1)?</p>	<p>At this consultation stage, Canada welcomes any solution proposed by industry. The number requirement for armour on all vehicles will be determined once costing feedback from industry had been received and once the determination of a final budget.</p> <p>The table at 2.14, specifically lines 1 and 2, represents the minimum number of vehicles that will require armour to meet Defence Policy concurrency of operations. In other words, this is the smallest amount of vehicles that will require armour if there is a budget constraint on the project, regardless of which option is chosen. If there is a budget constraint, the breakdown between MP and C&amp;R and the level of protection required will be re-evaluated with a final determination made in definition.</p>
1.d.	Testing Requirements	<p>1.d.1. As part of the procurement process, does Canada expect to request potential bidders to: a. Provide a vehicle for test/evaluation/trials, and/or b. Destructive testing? If there is any such requirements, would Canada consider conduct such trials in the country of origin?</p>	<p>No decision has been made at this stage. However, at this consultation stage, Canada welcomes any recommendations proposed by industry.</p>

#	Category	Question from Industry	Canada's Answer
		1.d.2. Will there be testing requirement to demonstrate mobility? If yes, what are the tests?  1.d.3. How will a higher level of survivability be evaluated?  What are the criteria in defining each tier level?	
1.e.	Tier levels		The tiered system is a DND internal tool to assist in determining the options of LUV project. The system was developed to categorize vehicles based on industry brochures and informal discussion. The system contains 4 tiers, with Tier 1 being the most capable vehicle for more demanding roles such as combat, to Tier 4 which is strictly a commercial off-the-shelf vehicle with no militarization. Each tier level has different capability levels in mobility, survivability, and lethality.
1.f.	Transportability	What is the requirement for air transportability?	The requirement for air transportability has still not been fully defined. Canada welcomes industry feedback and is currently open for different approaches, for example, transported by sling or by inside a Chinook aircraft.
1.g.	Fuel Requirements	What is the requirement for fuel and emission standards?	The requirements have still not been defined for commercial vehicles. For any deployed fleet, it is must use NATO common fuel (F-34). Currently, the emissions standards for CA vehicles are under review.
1.h.	Mobility	How does LUV define mobility standard?	The LUV will be using elements of UK 23-6 MIL standard. Exact requirements will be described in the SOR.
1.i.	Survivability	Clarification of questions 1.f.1. and 1.f.2 in Annex C "Questions to Industry" of the RFI.	<p>The proposed vehicle should have a hatch which would be able to receive the weapon system. The hatch is required to be able to operate in various climatic conditions.</p> <p>At this stage, the test plan and qualification process requirements are yet to be determined. Canada welcomes industry recommendation for industry standard or qualification process.</p> <p>As for the second question, the category of question should read "Survivability" and not "Sustainment". At this early consultation stage, Canada is not looking for industry to provide their certifications, but is seeking recommendations with regard to the <u>type(s)</u> of survivability</p>

#	Category	Question from Industry	Canada's Answer
			certifications that can apply to LUV project.
1.j.		What are the winter requirements that LUV fleet will need to meet?	These specifications have not been defined at this stage but should be part of the Statement of Requirements (SOR). However, the vehicle should be able to operate up to minus 40C with a winterization kit.
1.k.		If the proposed vehicle is not able to comply with the Canadian Road and Safety standard, will this be an issue?	Should ensure compliance with the standards whenever possible. If not possible, exemption might be sought.
1.l.		Is the requirement for a manual transmission or automatic transmission?	Automatic transmission remains the Army's preferred option, however, that will be confirmed in the SOR based in part from industry feedback.
1.m.	Commercial off-the-shelf vehicles	What are the requirements for the commercial off-the-shelf fleet?	The exact cargo requirements and fleet mix will be determined during the definition phase.
1.n.	Seats Requirements	Is there a requirement of a black-out driver seat similar to the one in the current Silverado fleet?	No, this is not required in the commercial fleet. Militarized vehicles will have that requirement.
1.o.		Would the Chemical Agent Resistant Coating (CARC) be a requirement?	CARC is not a mandatory requirement. Canada is looking for a corrosive resistant solution. If CARC is the best solution then it is still acceptable.
1.p.		Is Canada to provide the Electronic Information Environment (EIE) system or industry to provide?	No decision has been made at this stage. DND can develop EIE in-house and provide to the OEM. Alternatively, OEM can provide if available. However, at this consultation stage, Canada welcomes any recommendations proposed by industry.
1.q.	ISO Certification and Security Requirements	What certification ISO or other and what security clearance would be required of our Company, facilities or personnel (either as a group or individually).	The ISO certification requirements have not been determined yet. They might be communicated at the next round of engagement with industry. This also applies to the required Security clearance level. However, given the nature of the requirement, SECRET level is likely going to be required.
2. Sustainment Requirements			
2.a.	Commercial off-the-shelf vehicles	2.b.1. Regarding availability of spare components for the commercial off-the-shelf vehicles, would Canada be open to purchase a	No decision has been made at this stage. Canada welcomes any industry feedback on sustainment.

#	Category	Question from Industry	Canada's Answer
		smaller set of vehicles as parts donor?	
2.b.	Support and Maintenance	2.b.1. What is the plan of LUV vehicle maintenance?	The high level maintenance plan is described in the RFI. The detailed maintenance as well as other sustainment related plan will be developed later in Definition.
2.c.	Training	What is the plan for training for operators and maintainers?	No decision has been made at this stage. This is part of the fielding plan and will be determined in implementation stage. In general, the operator will go through basic driving course to obtain a military driving license, and then receive more specific training on other vehicles, such as 4x4. A train the trainer model is usually adopted.
2.d.	Vehicle Maintenance	What is the plan of LUV vehicle maintenance?	Canadian Army Forces will perform the vehicle maintenance, especially for the deployed fleet. However, Canada may consider to procure additional services from contractor or hire additional civilian mechanics, if required. Repair and overhaul will be done at the contractor.
2.e.		Please elaborate the Mean Time to Deliver Spare Parts (MTTDSPP) in the Article 3.3 (d) (1)(d) in Annex A of the RFI. How will the contractor know how long it takes for parts to get from to a military depot to the technicians?	The MTTDSP is there as a performance metric for the entire sustainment solution. If industry as no part in it, then Industry is not required to provide feedback.  Note that, as part of the sustainment solution, the contractor may still have to provide parts directly from there facility to the end user. In this case, a similar metric could be used.
3. Costing Information			
3.a.	Currency	In Response to the RFI, is it allowed to provide the costing information in a currency other than Canadian dollar?	For RFI responses, Canada welcomes costing information in any currency.

ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME